O GLASSES TO LOOKOUT ON TITANIC

public. To accomplish this the hearing was transferred to a smaller room in the Senate office building. Only witnesses, those particularly interget into the boats? A. Well. no. sir. ested in the inquiry and members of the press were admitted to the PITMAN'S PARTING WITH FIRST

The change caused disappointment to thousands, most of them women, who crowded about the corridors leading to the marble caucus to the pulled away. First Officer Murdock leaned over and shook hands with him room as early as 8.30 o'clock. When officers informed the crowd that the plans had been changed and the general public would be excluded, there were loud protests. Hundreds remained about the building, clamoring for admittance. The crowds lined the hallways leading to the new room and the police had difficulty keeping a passageway to the door. Major Arthur Peuchan of Canada, the the Titanic's voyage from Southamp-

Q. Did you see the quarterm

ers that the Titamic was on her proper

Yes. When I was in the lifeboat going to the Carpathia I may several ice-

Q. Were those bergs high above the water? A. About 150 feet above the

Q. How many of these large icebergs

A. Really, I couldn't say. Senator Smith questioned the witness

Smith.

"I don't know, etr."

was after the wreck.

on the ship.

WARNING.

Q. Well, who told you that he had been warned? Were you told before the disaster or afterward? A. I cannot re-

member who told me, and I think

Q. Can you tell what speed the ship was making Sunday evening? A. About \$1% knots on hour. Q. Was that protty good speed? A. Ho, nothing to what we expected

Q. How much did you expect?

A. We thought she could reach bd.
Q. Were you trying to reach \$4?

A. He, because we didn't have the coal for that.

vicinity of ice about his watch."

Q. Do you not know that anothe

fficer has said she was making up to

COLLISION.

said. "I was half asleep and half awake

"There was very little impact." he

went forward and saw ice. Then I

walked back and saw a flock of fire-men coming up. I asked what was the

matter. They said: 'There's water in the hatch.' I looked downward and

Then I went up on dock and met a man in a dressing gown who said to me "kurry, there's no time for fooling." Then I went to the boats.

saw water flowing over the hatch.

o revolutions? A. No. sir. If he did

think he's mistaken.

collision.

the lifeboate to handle an oar by Second Officer Lightoller, was in the committee room. J. Bruce Ismay and the Q. It was more than a custom, was white Star Line officials arrived early. THIRD OFFICER PITMAN CALLED TO STAND.

When the proceedings opened Senator the Titanic test the water? A. No, but the Deep taken ill. Third Officer Pitman took the stand and told his experiences of seventeen years on the

"Were you present during the trial tests of the Titanic?" asked Senator Smith.

"Yes, sir, I was on the bridge most of the time."

Chart with a cross?" continued the Senator. "Was this mark on the chart on or near the ship's course?"

"As near as I recollect it was north of our course."

Pitman reiterated

The witness said the tests consisted of steaming in circles and in performing other evolutions and in adjusting com-

A. No, sir; I believe they have no such tests on the White Star Line.
Q. Tell the committee the circumQ. Were these bergs high above.

ampton. A. We left Southampton 12.18 P. M. Wednesday, April 10. Nothing exthe backwash from our starboard propeller. We got clear and proceeded to
Cherbourg.

Q. How long was the delay? A. About
half an hour.

Benator Smith questioned the witness as to his whereabouts on the hight of
the collision. From 6 to 8 o'clock that
evening he said he was on the bridge,
after which he went to his borth.

Q. Did you hear anything

What was the weather: A. Per-HAD GOOD WEATHER TO PLACE

OF COLLISION. . Was it good all the way to the

Q. Was there a startit sky? A. Every hight and morning.
Asked to tell his duties when on watch. Pitman said he worked out observa-Q. Was it part of your duties to drill the men or so through practice with the

men? asked Senator Smith. A. No. sir; I merely gave them orders.

The witness said there were boost grills always at Southampton and at Queenstewn. The Titanie's drill at Southampton, he said, soundeted of lowering and

Q. Was anything else done? A. No. eir; the drill was to satisfy the British Board of Trade. We lowered the boats, sailed around the harcor and then re-

the witness said it was customary board ships to have boat and fire drills every Sunday. In the Southampton drill, man said that approximately eight men went in each boat.
Q. Then only sixteen men participated

Q. Was there any the drill on

Q. Were you on the bridge during laturday or Sunday preceding the acci-

dent? A. Oh. yes, part of the time. Saturday after from 12 to 4. Q. Did you see any teebergs? A. No

Q. Any field ice? A. None at all, sir. Q. Did you hear anything about ice

Q. Did you hear anything about a wireless message about ice? A. Yes, I morning, when Mr. Boxhall put it on the chart.

dock or Lowe regarding the pregimity of the Titanic to jee? A. I did not, sir. et my place to talk to the captain.

Q. Did he talk to you about it? A. No.

Pitman did not see any ice Sunday. The fact that the temperature was lower, he declared, would not indicate

the presence of ice.
"In this country and our country," he said, "the temperature changes are such that one wants an overcoat one day and cool clothes the next, but it is not due

GOT TO SEE AN ICESERG TO TELL ITS PRESENCE.

and I wondered alcepily where we were anohoring. I walked out on deck after Senator Smith indicated that the eximity of ice was indicated in a three or four minutes and said nothing. number of ways, such as the effects pa the sky, the change in temperature, the glint of sun or more line. tressed letsurely, for it was near time for my watch. Just as I finished dressgifnt of sun or moonlight upon The witness said virtually the ing Mr. Boxhall came up and I asked him what was the matter. He said: only way to discover the proximity o We have struck an tosberg.' I went on sbergs was to see them. Senator with sought to make the witness addeck again and met Sixth Officer iceberg and he said 'no,' but there was ice on his deck. To satisfy myself I

mith sought to make the witness ad calt there were other indications.

.Q. Then you are convinced there is no other way of telling? A. There is no other way. Science may held that there are numerous ways, but they have never been

The witness described a 100-foot ice-berg in the Southern Ocean. Neither the temperature of the sea nor the temperature of the air was affected by the great mountain of ice. Senator Smith asked Pitman if he knew that temperature tests of the water were made every two hours on

Q. Did you know who that man was? A. Not then. I do now. Q. Who was it? A. Mr. Ismay. Q. Who was it? A. Mr. Ismay.

Is Part declare Co., 2006 Pine Street, St.

ISMAY TOLD HIM TO PUT

WOMEN IN THE BOAT.

Fitman said Ismay told him to get the women and children in the boats.

The Olav docked at New York April 12 deach you so be more care.

The Olav docked at New York April 13 about such things." said Magistrate the women and children in the boats.

The Olav docked at New York April 13 about such things." said Jones.

The Olav docked at New York April 14 about such things." said Jones.

The Olav docked at New York April 14 about such things." said Jones.

The Olav docked at New York April 15 about such things." said Jones.

The Olav docked at New York April 16 about such things." said Jones.

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The Olav docked at New York April 17 about such things." said Jones.

The Olav docked at New York April 18 about such things." said Jones.

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The Olav docked at New York April 18 about such things." said Jones.

The Olav docked at New York April 19 about such things. Said York April 19 about such things.

hearings. We shall release those who want to go just as soon as we feel that they have told us all they know."

CROWDS EXCLUDED FROM THE HEARING

Owing to the great confusion caused by the rush of the crowds to the hearing and the constant interruptions during the interrogation of witnesses, the Senate committee determined to-day to exclude the general public. To accommiss this the hearing was transferred to a smaller room public. To accommiss this the hearing was transferred to a smaller room public. To accommiss this the hearing was transferred to a smaller room public. To accommiss this the hearing was transferred to a smaller room public. To accommiss this the hearing was transferred to a smaller room public again."

and helped me. I put in quite a number of them and a few men. Then I called for more women but there were none to be seen. Then I stepped back on the infrictually tried to signal with district the hearing and the constant interruptions during the interrogation of the after gangway. I thought that was been the boat whose lights for more women but there were none to be seen. Then I stepped back on the infrictually tried to signal with district the boat and row around to the after gangway. I thought that was been the boat whose lights for more women but there were none to seen. Then I stepped back on the infrictually tried to signal with district the boat and row around to the after gangway. I thought that was been the boat of the passengers from his boat (No. 5) to be the passengers back to the bring of the passengers back to the bring transferred to a smaller room passenger back to the boat and row around to be a seen. Then I satisfact the infrictually tried to signal with district the passenger form his boat (No. 5) to be a seen. Then I stepped back on the infrictually tried to signal with district the infrictually tried to signal with district the passenger form his boat (No. 5) to be a seen. Then I stepped back on the infrictually tried to signal with district the infrictually tried to signal

OFFICER MURDOCK.

"I pulled away," said Pitman, tending to remain near the ship in case wind should spring up."

cover the nearness of toe? A. Not that some distance from the Titanic when

Q. Now did she sink? A. She cottled by the head and then suddenly she got on end and dived right straight down.

We illustrated with down-pointed

A. Yes, sir, four. They sounded like hig guns in the distance."

Q. What were these explosions?

A. I think they were in the bulk-heads, sir. The explosions followed the dive of the ship almost

Q. They did not explode then until the

ship was submerged? A. No, sir.
Q. Do you believe the boilers ex-ploded? A. I do not, but I was not near enough to the ship to know.
Q. As the ship went down what did you observe on the after deck-did you see the people? A. Oh, no. I was not close enough for that. Q. When did you last see Capt. Smith

him if I should fill No. 5 boat with Q. What did he say? A. Carry on. Q. Did you hear anything about a warning by the Californian that ice was in the vicinity? A. No, sir.
Q. You heard nothing whatever either from Second Officer Lightoller or the capitaln when you were on the bridge that night? A. No, sir.

The witness said that the Titanic had been keeping a special lookout for loe on Sunday. It was done because Capt. Smith had been "warned" that ice was near. HE EXPECTED TO SEE MUR-

Q. When you shook hands with Mur-dock did you expect to see him again? A. Certainly. Q. Do you think he expected to you again? A. Apparently not, but I expected fully to be back on the ship in

DOCK AGAIN.

a few hours.
Q. Did you hear ories of dis-Q. What? A. Crying, shouting, Q. In the water? A. You, from

CANNOT REMEMBER WHO GAVE the water. Pitman said that when the

Sunday night," said Pitman. "Ligh-toller remarked we should be in the HEARD THE CRIES FROM THE

WATER.

Q. Did any woman urge you to go

Q. Who demurred-the men with the oars? A. Oh, no, they obeyed my orders. Pitman denied that the officers dis-cussed the speed of the ship while at mess. The witness said he left his cabin about 11.50 Sunday night just after the collision. VERY LITTLE IMPACT AT THE turn back to see, but merely pulled in his cars and drifted. "Describe the screams," said Senator

"Don't, sir, please. I'd rather no talk about it." "I'm sorry to press it, but what was it like? Were the screams intermitten Then I returned, lighted my pipe and or spasmodic?"

"It was one long, continuous moan." ASKED IF HE TRIED TO RESCUE THEM.

The witness said the means and cries continued an hour and that he made "You drifted in the vicinity of the drowning people and made no effort to give them aid?" school Senator Smith in surprise. "Floase, sir. don't," pleaded Fit-man. "I can't bear to recall it. I

"I have no desire to lacerate

your feelings," said Senator Smith, "but we must know whether you drifted there without offering aid. Answer that and I shall press you "I did str." said the witness. 'Did you ever hear anything of a boat

passengers from his boat (No. 6) to boat No. 7. Q. Do you think No. 7 could have held Q. Do you think No. 7 could have field more people? A. Yes.
Q. Both these boats could have held more people, then? A. Yes.
Q. Why were not more taken? A. There were no more women around when my boat was lowered. I can't say about No. 7.
Q. Were there any men around? A. There may have learn

There may have be SAYS HE THOUGHT HE HAD ENOUGH ABOARD.

Q. Why were not they taken, then? There were five members of the craw on the lifeboat commanded by Pitman. He carried forty of the passengers. He soknowledged his boat did not have lighted at the lifeboat commanded by Pitman. Senator Smith called attention to Officer Lightfuller's testimony tthat a capsized collapsible boat had seventty-

"If that boat could keep affont thirty-Pitman said that the women behaved five men when capsized, wouldn't you splendidly," and that all of them think the regular lifeboats would hold wanted to help in rowing to keep them-

light of the Carpathia he alloed the rope that held the two boats together and pulled for it. This was about 4 o'clock he said, and all the moans and cries had

eased.
Q. Did you see any bodies in the

A. No, eir: at no time."

Q. Did you, while lying on your care, see any lights of any kind aside from those of the Carpathia and the other

-a white light." xon—a white light."

Q. Was it on the track of the Titanic?

A. Yes, sir, but we did not follow it.

It might have been one of our own SAW NO MORSE SIGNALS ON

TITANIC. The witness said he did not see any were a dosen or more rockets fired. Senator Smith was seeking to verify Fourth Officer Hoxhall's testimony yesterday regarding a strange ship that failed to lend aid. Pitman said he did not, of his own knowledge, know of the

not, of his own knowledge, know of the presence of the ship, but that he had heard later that one had pased Q. Did you have a watch when you entered the lifeboat? A. Yes, Q. Did you fix the time when the Ttanks said, "life \$5.0." The passengers around me heard.

Q. Did you, when aboard the Titanic hear anything about your proximity to the Frankfurt, of the North German Lloyd or any other ship? A. No, sir.

Lloyd or any other ship? A. No, sir.

Senator Perkins asked the witness about the lifeboats and if it were true that not more than 1.200 of the more than 2.000 passengers and crew could be taken care of, even under the most favorable circumstances. .The witness said that was his belief.

Senator Burton the interrogated Pit-man about the white light he had seen

door lever on the bridge was operated those on the bridge did not know reality whether the doors were closed or not.

"But the doors were of no use anyway," said the with s.

"Why?" asked the Nenator.

"Because the leeberg had torn out the side of the ship. If the vessel had struck the berg head on it would be affont to-day."

Pitman said that he saw Mr. Ismay

Ditman said that he saw Mr. Ismay Pitman said that he saw Mr. Ismay on the Titanic when his lifeboat left. He did not see Mr. Ismay again until pointed out the positions of the various they both were leaving the Carpathia at the stand and on a chart of the Titanic pointed out the positions of the various boats.

Q. Were you wring to reach \$6?

A. He, because we didn't have the coal for that.

Asked about the iceberg warnings.

Pitman said he did hear about Lighter than the compartments were locked securely? A. Tes, I do. The locks were operated from Q. Why did you put two passengers.

oller's warning to Murdock about ice I didn't see him lock the doors, but Boxcause No. 7 had fewer than I and the
lail did. I saw the doors operated at
cause No. 7 had fewer than I and the
passengers wanted to go.
The witness said he "supposed" the
unday night," said Pitman. "Ligh-Titanic was going at top speed when it crashed into the iceberg. Senator Fletcher asked if a notice of

wicinity of ice about his watch.'

Q. Were you all agreed to that? A. I
didn't say anything about it. I wasn't
interested in it. I can't remember who
was present. I heard the remark
passed. That was all.

Senator Smith inquired on what basis
the witness figured the Titanic was
making 31 1-2 knots an hour. Pitman
said by the log and by the revolutions,
which were about 15.

"Did the ship travel faster than that
at any time prior to the accident?" he
was asked.

"No, sir, I think not."

Q. Did ony one in your beat urge or
speal to you to go back toward the
wreck? A. No, not one.

Q. Did any woman urge you to go

TITANIC WAS GOING AT GREAT
TITANIC WAS GOING AT GREAT
TITANIC WAS GOING AT GREAT-

ehtp's log books were saved?"
"None, sir. We had something else to think about besides log books."
TITANIC WAS GOING AT GREAT.

TITANIC WAS GOING AT GREAT-EST SPEED.

By a series of searching ques-cions Senator Flatcher brought out the fact that when the collision oc-curred the Titanic was geing at the greatest speed attained during the trip, even though the chip was en-tering the Grand Sauke and had been advised of the presence of ice. "Tou say you were going at 21% knots an hour at the time of the acci-dent" inquired Senator Flatcher. "Yes, sir. We left Southampton under 20% knots which was increased to 21 and later 21%." said Pitman.
"Then when the Titanic crashed into

"Then when the Titanic crashed int the leebers it was going at top speed?" inquired the Senator.
"I suppose so, sir."

COMPLAINANT GOES TO JAIL After Koepink Another Man in Lockup Two Days, He Can't Identify.

After having Henry Schmidt of No. 761 East One Hundred and Fifty-eighth street, arrested and held in Jall two days on a charge of felonious assault. Frank Jones of No. 129 East One Hundred and Ninth street, appeared before Magistrate House to-day in Morrisania Court and said he was afraid he couldn't identify the prisoner as the man who had slugged him with a milk bottle.
"But you had him arrested and told the officers he was the man," said the court.

Jones admitted this was so.

"And now, after having this man locked up two days you have the neave to say you can't identify him as your assulant," continued the Magistrate his tre riving. that's right," said Jones.

LOOKOUT GAVE WARNING OF MASS OF ICE AHEAD SOON AFTER 11.30 P. M.

"Both of Us in the Crow's Nest Saw the Berg at the Same Time." He Tells Investigators.

Frederick Fleet, sailor and lookout man on the Titanic, is twentyfive years old. Fleet said he had five or six years' experience at sea and was lookout on the Oceanic prior to going on the Titanic. He was in the crow's nest at the time of the collision.

Q. Did you have glasses? A.

"If you had had glasses could you have seen the loobers sooner?" asked Senator Smith.
"We could have seen it a bit sooner."

Q. Now much sooner?" A. Enough to get out of the way.

O. Were you and Leigh disappointed.

Q. What was the color of the light

you were pulling for? A. White.
Senator Smith then called Major Arthur Peuchen of Toronto, Canada, a passenger on the Titanic, who was ordered to man one of the lifeboats by Second Officer Lightoller.
Late this afternoon Chairman Smith

A representative of the company had previously made all arrangements to

"I was approached by moving picture men." said Senator Smith. "I told them this inquiry is official and selemn, and

OF RED BLOTCHES

Cried So at Night Mother Unable to Sleep. Had to Tie His Hands. Mat-

ter Blisters were Large Red Lumps.

Cuticura Soap and Ointment Dried

Them Up and They Disappeared.

We do not know.

Q. Who was on the bridge Sunday | night after you took your place in the crow's nest? A. Mr. Murdock and Mr.

Q. Was the captain on the bridge? A. I didn't see him. Fleet said he took his watch at 10

the crow's nest. Fleet said the men he relieved told him to keep a sharp lookout for small ice.
Q. Did you keep a sharp lookout? A

Yes, sir.

Q. Did you see any ice? A. Tee, sir, at seven belie (11.30 P. M.)

I reported a black mass sheed.

Q. Now long before the collision did you report ice ahead? A.

I've no idea. Q. About how long? eculdn't say.
Q.What did you do when you the iceberg?
A. I sounded three bells and

Fleet said he got a prompt response to his ring and the report was not delayed. Shortly after the accident he

and Leigh were relieved. fore the collision that you saw the ice-berg?" demanded Senator Smith in ex-

passengers and about twenty-five women were in the boat.

"We had orders to pull for a light off the Titanic's port bow," said Fleet, "but we couldn't get to her. At one time she was abreast of us but she slipped by."

Q. Were there any other lights ahead when you were in the crow's nest before the collision, or after it? A. No. sir. We didn't see the light off the port bow until we were in the lifeboat. The lookouts that relieved Leigh and me are said to have reported the light of a asperation.
"I don't know, sir," said the witness obdurately. obdurately.
"I wish you would tell the committee whether you appidhended danger when you sounded these signals?"
"All we have to do in the nest is ring. said to have reported the light of

the bell and if we think there is dan-ger we telephone," said Fieet. "Then you did think there was danger but it didn't seem so large when I first

Q. How large then? A. About the size of two big tables. But it got large as we went along and when we struck it was about fifty or sixty feet high above the water." Q. After you gave that telephone sig-

nal was the ship stopped? A. No, she didn't stop until after we struck the ice-berg, but she started to go to port after Q. How do you know? A. My mate noticed it.
Q. Where did the iceberg strike the

ship? A. On the starboard bow about twenty feet from the stem. twenty feet from the stem.

Fleet said that when the collision one there was little impact and "just sharp grinding noise."
"Did it alarm you?" asked the Sen-

MAYOR IS PRESENT DURING THE MEMORIAL SERVICE AT TRINITY.

Trinity Church was crowded with solem faced men and women, a few of them survivors of the Titanic, at men to-day when the first notes of Beethoven's Funeral March pealed from the seat organ, opening the memorial evercless for the Titanic dead, hold under the auspices of St. Georgie's Society of New York. The service was brief but impressive.

Parts of the Burial Offices of the Episcopalian Church were chainted, followed by the hymn "Bleat are the Departed." While this hymn was being sung the congregation knelt with bowed heads and many women wept. The choir, singing "Nearer, My God, to Thee," brought memories of the brave dead who sang this hymn while the Titanic was setting for her sinal plunge.

Over the door of Trinity the American flag and the Callon Jack were entwined, bordered with creps. Inside the church the same sombre decorations told of the international disaster. Officials of the White Star Line and Cunard Line attended. From Washington come the Striliah Consul General, Courtensy Bennett, with his secretary Lord Bustes Percy, and Coustil Broderick of New York. Their seed of the Carlon Sack were entwined, bordered with creps. Inside the church the same sombre decorations told of the international disaster. Officials of the White Star Line and Cunard Line attended. From Washington come the Striliah Consul General Courtensy Bennett, with his secretary Lord Bustes Percy, and Coustil Broderick of New York.

Mayor Gaynor and city officials occupied the first new on the right, was here the season and its inhardus. May had it and the service of the scale and its its bear worth and the card and its inhardus. May had its hard the scale and its its bear worth and the card and its inhardus the courted the church the same sombre decorations told of the international disaster. The service of the courted the church the same sombre decorations told of the international disaster. The service of the card and the service of the service of the courted the church the same sombre decorations told of the international dis twined, bordered with crepe. Inside the church the same sombre decorations told of the international disaster. Officials of the White Star Line and Cunard Line attended. From Washington came the British Consul General, Courtenay Bennett, with his secretary Lord Bustes Percy, and Cousul Broderick of New York.

Mayor Gaynor and city officials occupied the first new on the right. Some alials.

Least Seven of Family on Titanic. Pittsburgh, April 24.—With a home ready to receive his family, John Panula, a native of Finland, living at Coal Center of the coal Center of Panula, and Coal Center of Pa

ready to receive his family, John Panula, a native of Finland, living at Coal Centre, near here, received word that his wife, five sons and one daughter had gone down with the Titanic.

CARPET J. & J. W. WILLIAMS not learn until yesterday that his family had sailed on the Titanic.

TITANIC DISASTER. Alderman James Smith wants all moving pictures of the disaster to the Titanic restricted. He caused a reso tution to that effect to be presented

at the meeting of the Board to-day at the meeting of the Board to-day. In part the resolution reads:

"The disaster, so appailing, is being taken advantage of by moving picture operators and by flaming posters to attract people to their shows, thus exciting the latent morbidness of men, women and children. Such exhibitions should not be permitted for the benefit should not be permitted for the benefit of a lot of hungry and greedy show people."

The resolution calls upon the Mayor

ALDERMEN TO RESTRICT

MOVING PICTURES OF

UNITED STATES ARMY TRANSPORTS ALL NEED MORE LIFEBOATS.

"Inn't it customary for the lookouts to use glasses in their work?"
"Tes, sir, but they didn't give
us any on the Tinnio. We asked
for them at Southampton, but
they said there were none for us."
Q. Who d' you ask for glasses?
A. Mr. Lightoller, the second officer.
Q. You expected glasses?? A. We
had a pair from Belfast to Southampon, but none from Southampton to the
place of the accident.
Q. What became of the glasses you
you from Belfast to Southampton? A. WASHINGTON, D. C., April 23,-The tartling fact was disclosed to-day the he United States army transports have no better lifeboat equipment than had the Titanic when hundreds of its pas-Not a single one of these transports, which would carry the sinews of war in times of emergency, have enought lifeboats to save even half the passengers you from Belfast to Southampton? A.

tween passenger and crew capacity and lifeboat capacity are: Sheridan, 1897 and 786; Logan, 1,875 and 750; Sherman, 1,876 and 766; Meade, 1,300 and 500, and Crook, 1,053 and 420. The same proportions extend through the list of transports. Rhough to get out of the way.

Q. Were you and Leigh disappointed that you had no glasses? A. Yes.

Q. Did the officers on the bridge have glasses? A. Yes.

Fleet then told of the launching of lifeboat No. 6, which he and Quartermaster Hichens took charge of until picked up by the Carpathia. Three male passengers and about twenty-five women

History Club last ovening.

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